BookletChart™

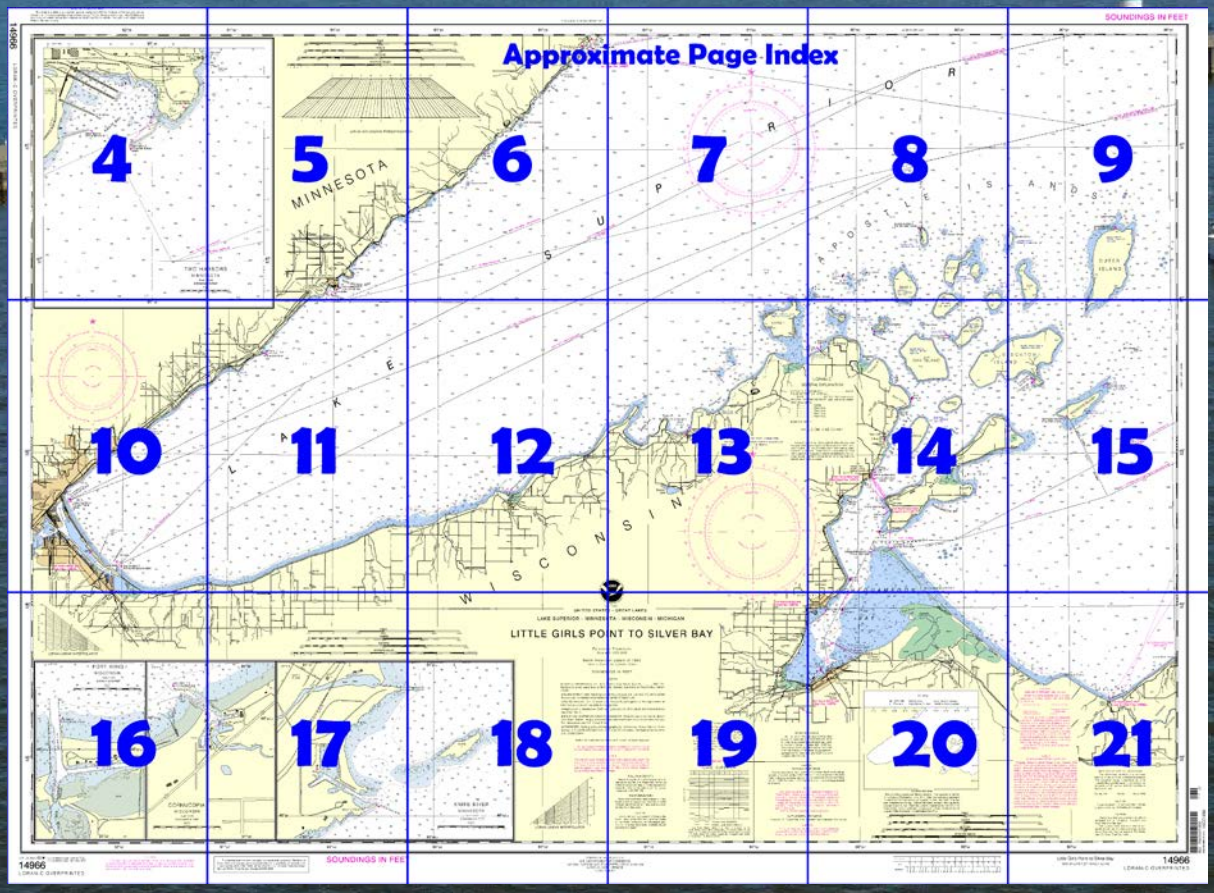
Little Girls Point to Silver Bay

NOAA Chart 14966

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

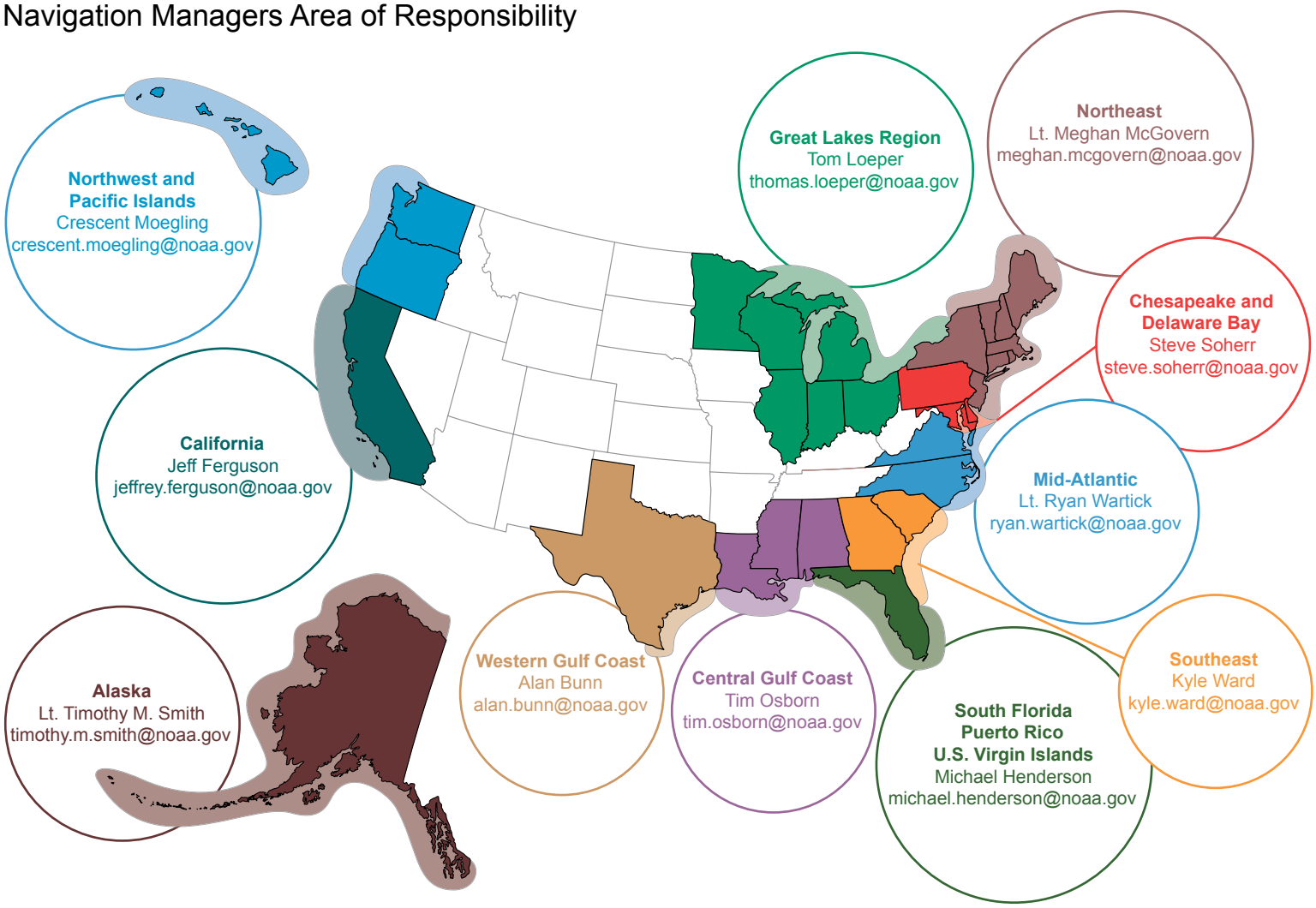
For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14966

(Selected Excerpts from Coast Pilot).
Sand Point, about 5 miles WSW of Point Detour, and **Squaw Point,** 2 miles NNE of Cornucopia, are prominent.
Madeline Island, the southernmost and largest of the Apostle Islands, is 12 miles long NE and SW and 1 to 3.2 miles wide. A shoal with depths less than 6 feet extends 0.5 mile SW from the SW point of the island. The outer end of the shoal is marked by a lighted buoy. Shoals extend 0.1 to 0.5 mile off the S shore of the island.
Big Bay, the large bight midlength of the S shore, has deep water within 0.1 mile of its head. Shoals extend off 0.9 mile around the E point of the island. The NW shore of the island is bold and has deep water within 0.25 mile. At **Point De Froid,** the NW point of the island, a shoal extends 0.4 mile W. The W shore of the island has deep water within 0.35 mile.
La Pointe Harbor serves the village of **La Pointe, Wis.,** a small old settlement and summer resort just S of Point De Froid at the W end of Madeline Island. A ferry operates between La Pointe and Bayfield.
Cornucopia, Wis., is a small-craft harbor at the mouth of **Siskiwit River** on the SE side **Siskiwit Bay,** about 13.5 miles SW of Point Detour. The harbor is a base for commercial fish tugs and a refuge for recreational craft.
From Cornucopia SW for about 14 miles to Port Wing, the shore is relatively bold and can be approached within 0.5 mile, except at Bark Point where shoals extend 0.8 mile NE. **Bark Point** (46°53.1'N., 91°11.1'W.) encloses the W side of **Bark Bay.** The bay has fair holding ground with protection from all but NE winds. **Roman Point** encloses the E side of Bark Bay and separates it from Siskiwit Bay.
Herbster, Wis., is a small settlement at the mouth of **Cranberry River,** 5.2 miles SW of Bark Point. In 1983, the wharf at the village was in ruins.
Port Wing, Wis., is a village and small-craft harbor at the mouth of **Flag River,** about 28 miles SW of Point Detour and 34 miles E of Duluth. The harbor is used by commercial fish tugs and recreational craft.
Allouez Bay is a very shallow bay that extends SE from Superior Bay S of Superior Entry and is enclosed on the E by **Wisconsin Point.**
St. Louis River flows into the W side of Superior Bay near its N end through a narrow gap between **Rices Point** on the N and **Connors Point** on the S. **St. Louis Bay** is a widening in the river that extends from these points to **Grassy Point,** 3 miles SW. **Howards Bay** is a narrow inlet that leads SE from St. Louis Bay for 1 mile on the W side of Connors Point.
Superior Harbor is entered from deep water in Lake Superior between converging breakwaters and parallel piers to the S end of Superior Bay. The outer ends of the breakwaters and piers are marked by lights. Federal project depths are 31 to 27 feet in Superior Entry, thence 27 feet in Superior Harbor Basin and anchorage area, Allouez Bay Channel, and Superior Front Channel. (See Notice to Mariners and latest editions of charts for controlling depths.)
Duluth Harbor is entered from deep water in the lake between parallel piers to the N end of Superior Bay.
Caution.–Much of the Ashland waterfront is in ruins. Piles and submerged piles extend up to 2,300 feet from shore throughout the area. The remains of piles are often adrift in the harbor.
In 1987, submerged debris was reported immediately N of the Ashland Breakwater, extending at least 4,900 feet off the breakwater, with heaviest concentration at a point about 2,790 feet, 061° from Ashland Breakwater Light.
Bayfield, **Caution.–**Submerged dock ruins, covered 2 feet and marked at the outer end by a buoy, extend 550 feet from shore 0.9 mile SW of Bayfield Harbor South Breakwater Light.
Caution.–A sunken wreck is 0.9 mile ENE of the entrance to Duluth Ship Canal.
The area immediately ESE of Duluth Harbor Basin Traffic Lighted Buoy is subject to shoaling.
Local magnetic disturbance.–Differences from normal variation of 001°E to 005°E have been observed in the lake about 10 miles from Duluth.
Harbor regulations.–A **speed limit** of 8 mph (7 knots) is enforced in Duluth-Superior Harbor. (See **33 CFR 162.110,** chapter 2, for harbor regulations.)

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Cleveland	Commander 9th CG District Cleveland, OH	(216) 902-6117

Navigation Managers Area of Responsibility

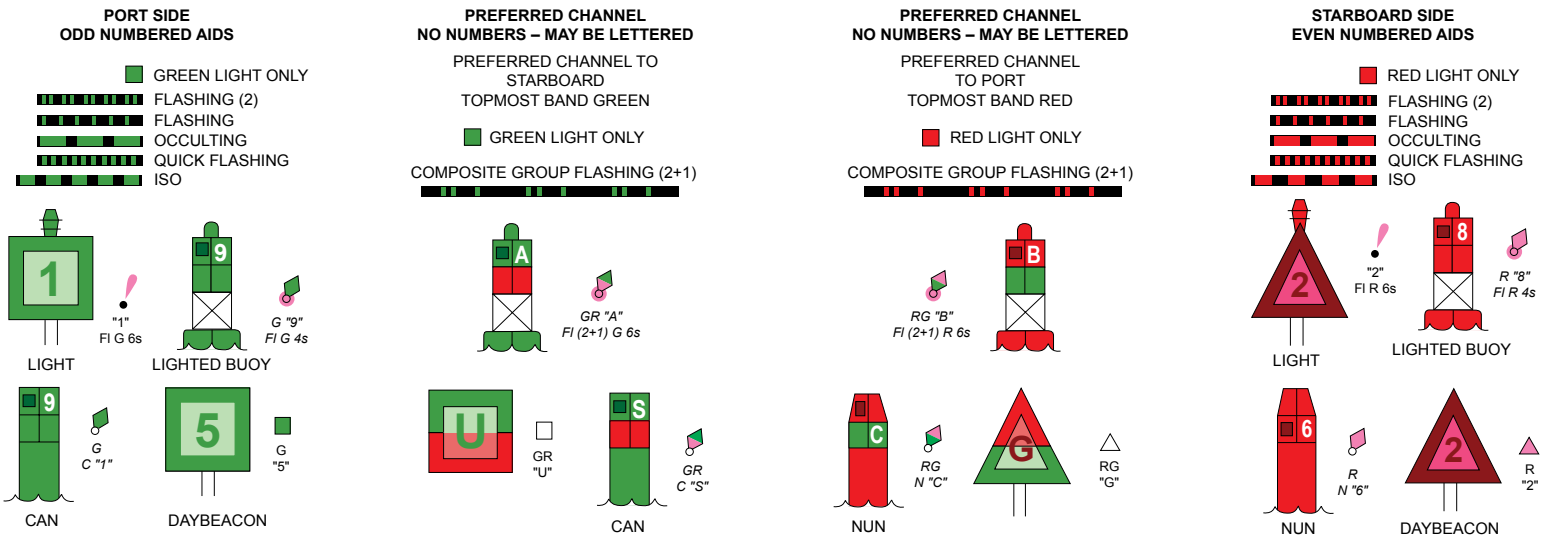


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

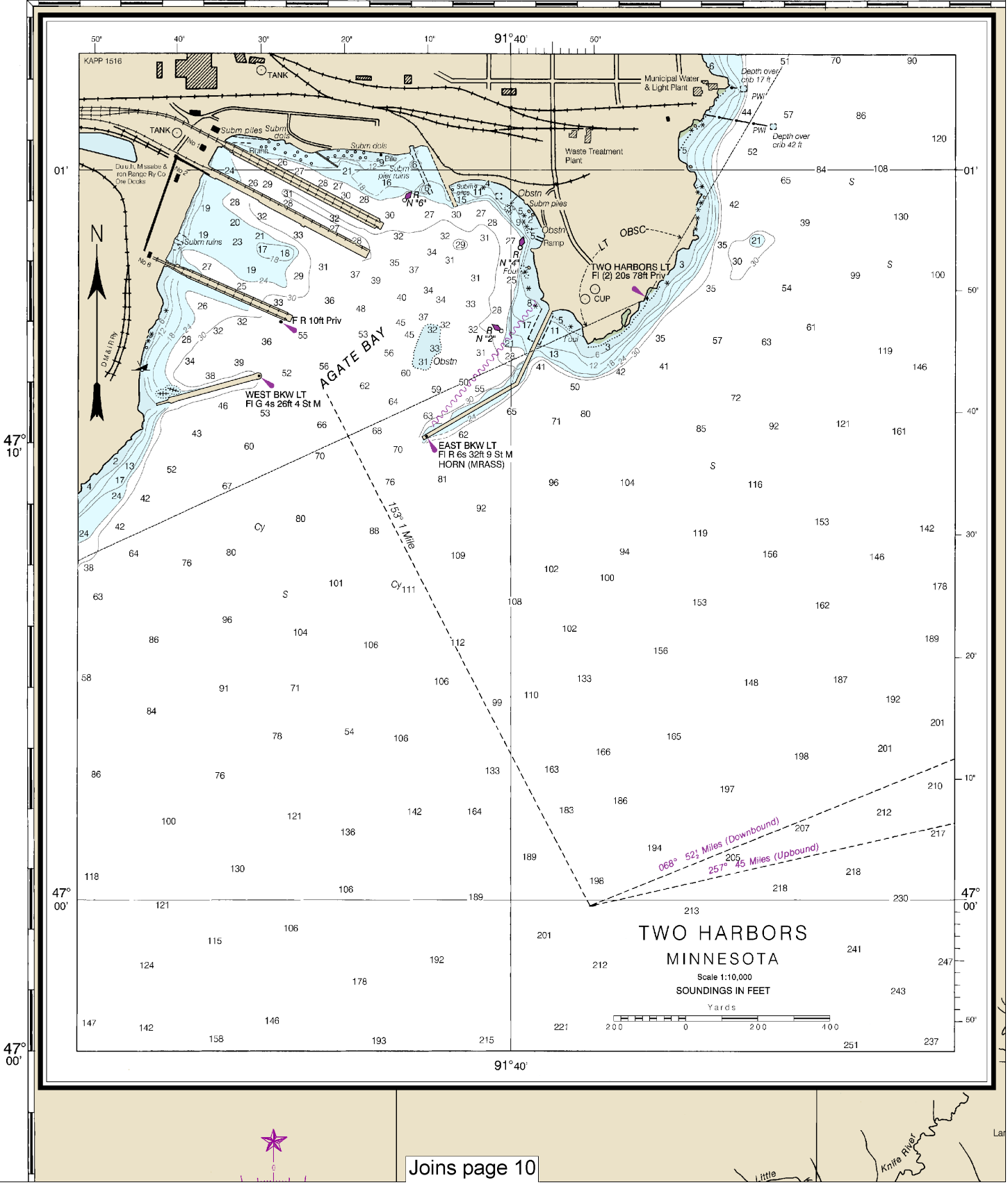
To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*



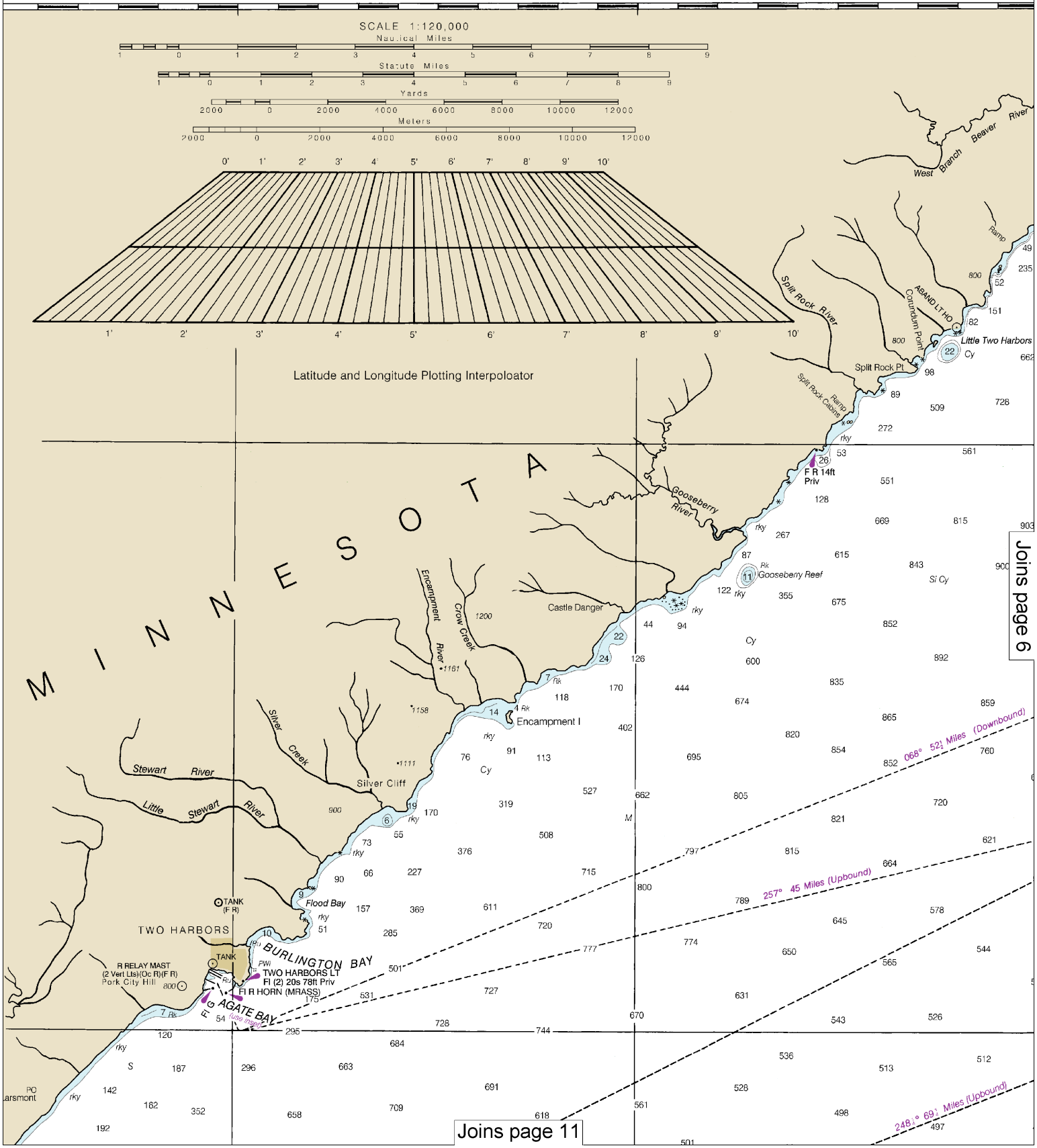
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

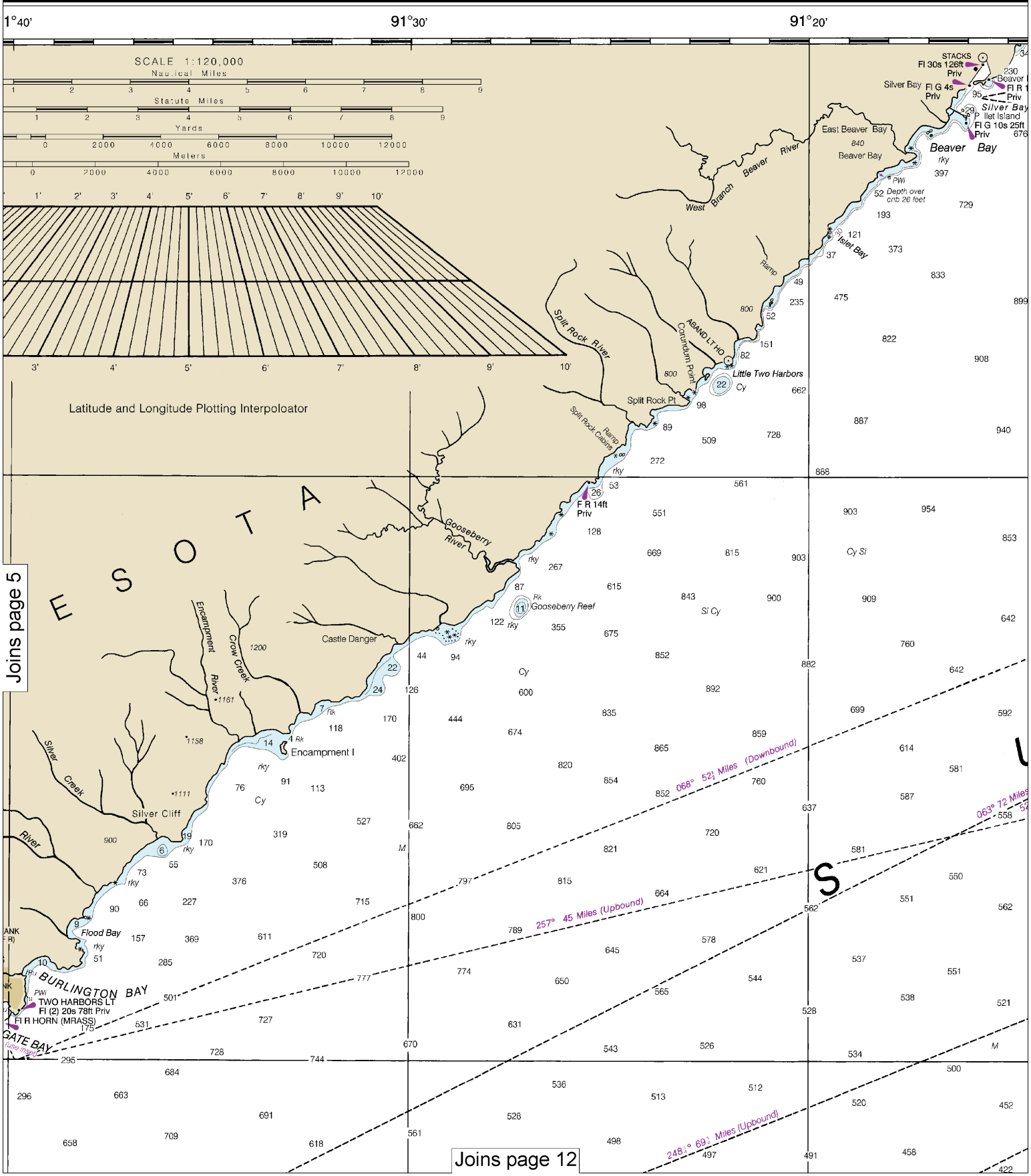
YARDS 5000 2500 0 5000 10000 15000

STATUTE MILES 0 1 2 3 4 5 6 7 8 9 10 11 12 13

See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:160000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



Note: Chart grid lines are aligned with true north.

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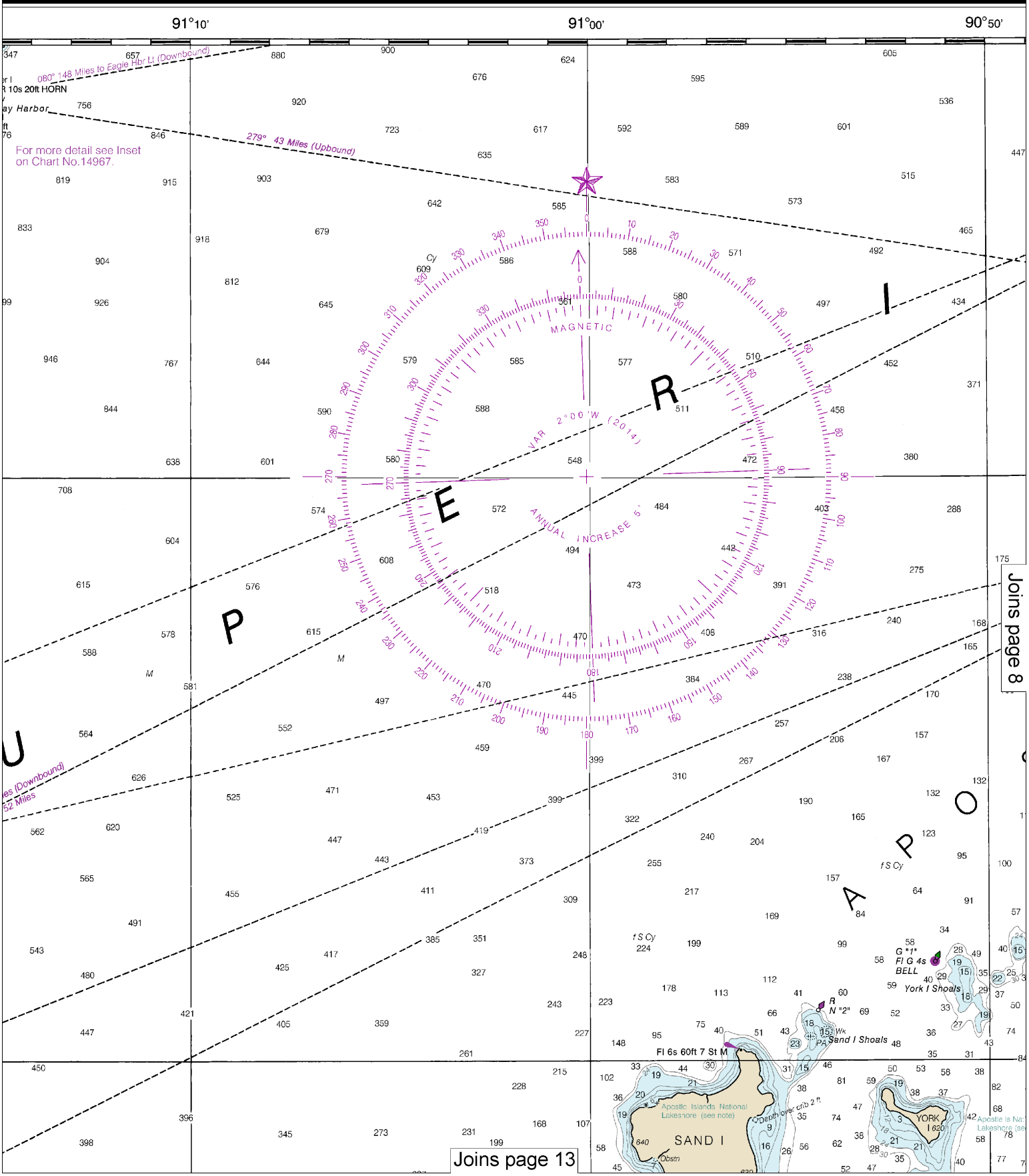
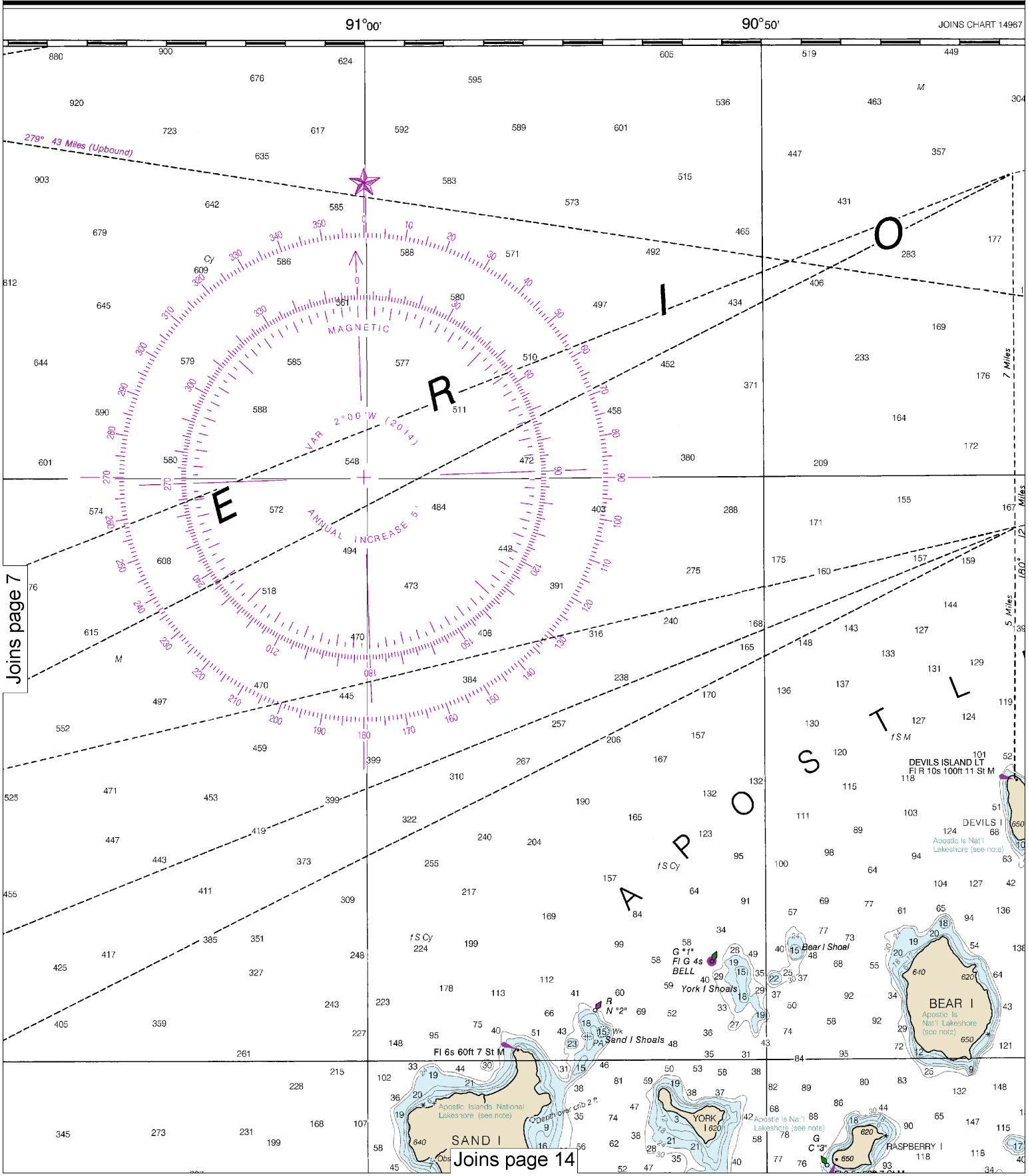
YARDS 5000 2500 0 5000 10000 15000

STATUTE MILES 0 1 2 3 4 5 6 7 8 9 10 11 12 13



Last Correction: 11/10/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)



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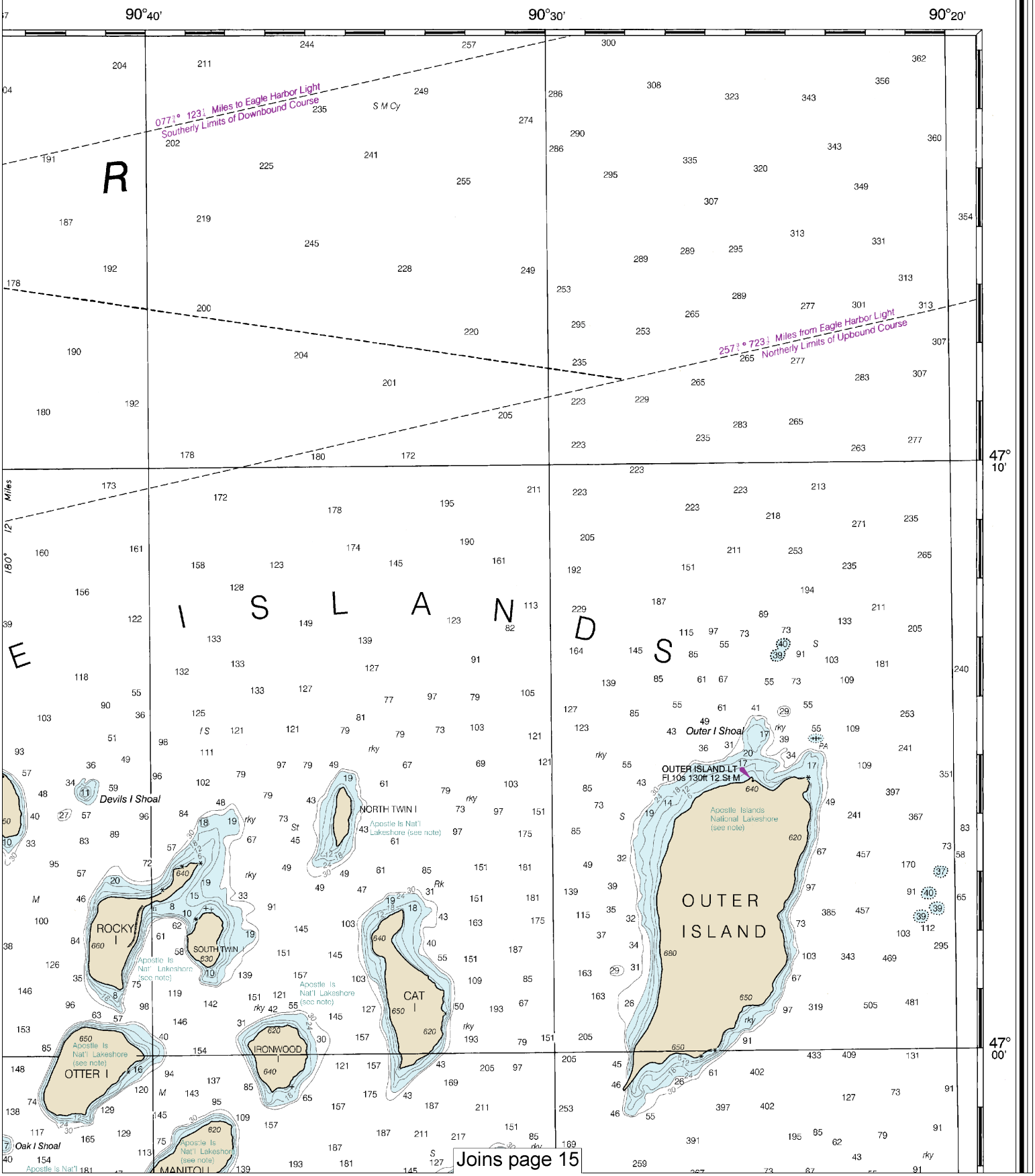
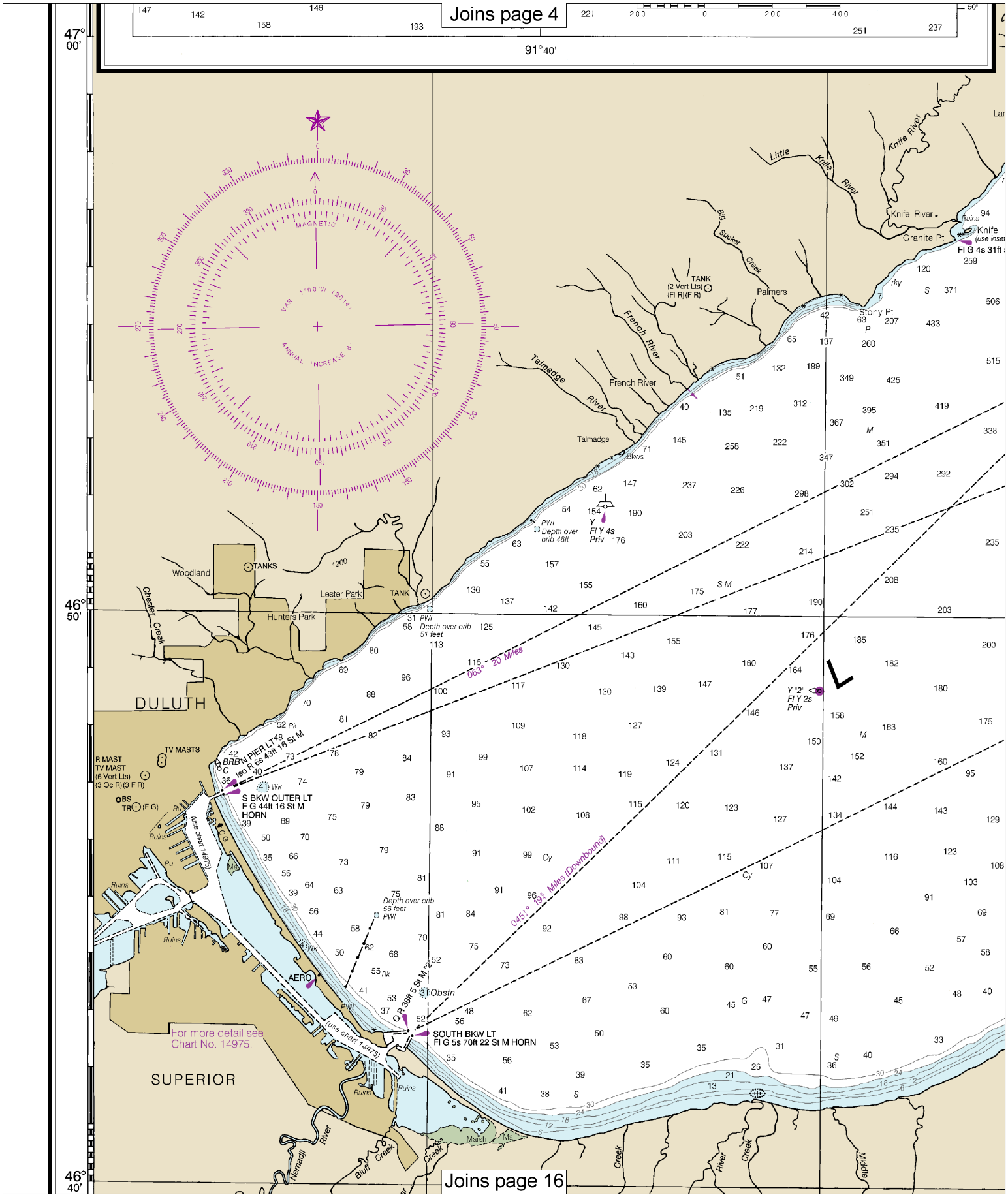
See Note on page 5.

YARDS 5000 2500 0 5000 10000 15000

STATUTE MILES 0 1 2 3 4 5 6 7 8 9 10 11 12 13


90°40'
90°30'
90°20'
47° 10'
47° 00'
077½° 123½ Miles to Eagle Harbor Light
Southerly Limits of Downbound Course
257½° 723½ Miles from Eagle Harbor Light
Northerly Limits of Upbound Course
S M Cy
R
E
I S L A N D S
Devils I Shoal
NORTH TWIN I
Apostle Is Nat'l Lakeshore (see note)
ROCKY I
SOUTH TWIN
Apostle Is Nat'l Lakeshore (see note)
CAT I
IRONWOOD
OTTER I
Apostle Is Nat'l Lakeshore (see note)
Oak I Shoal
MANITOU
Outer I Shoal
OUTER ISLAND LT
Fl 10s 130ft 12 St M
Apostle Islands National Lakeshore (see note)
OUTER ISLAND
Joins page 15

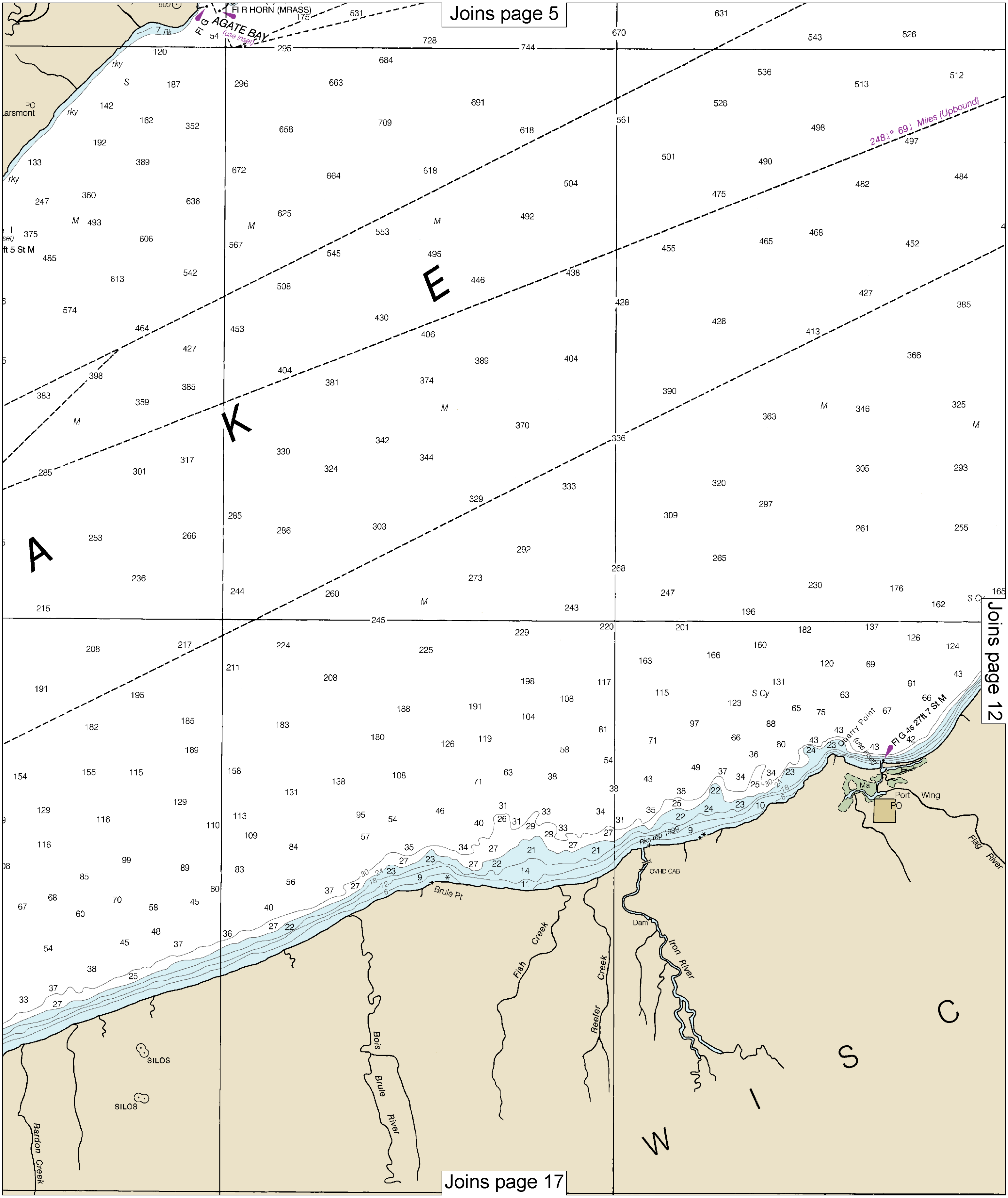


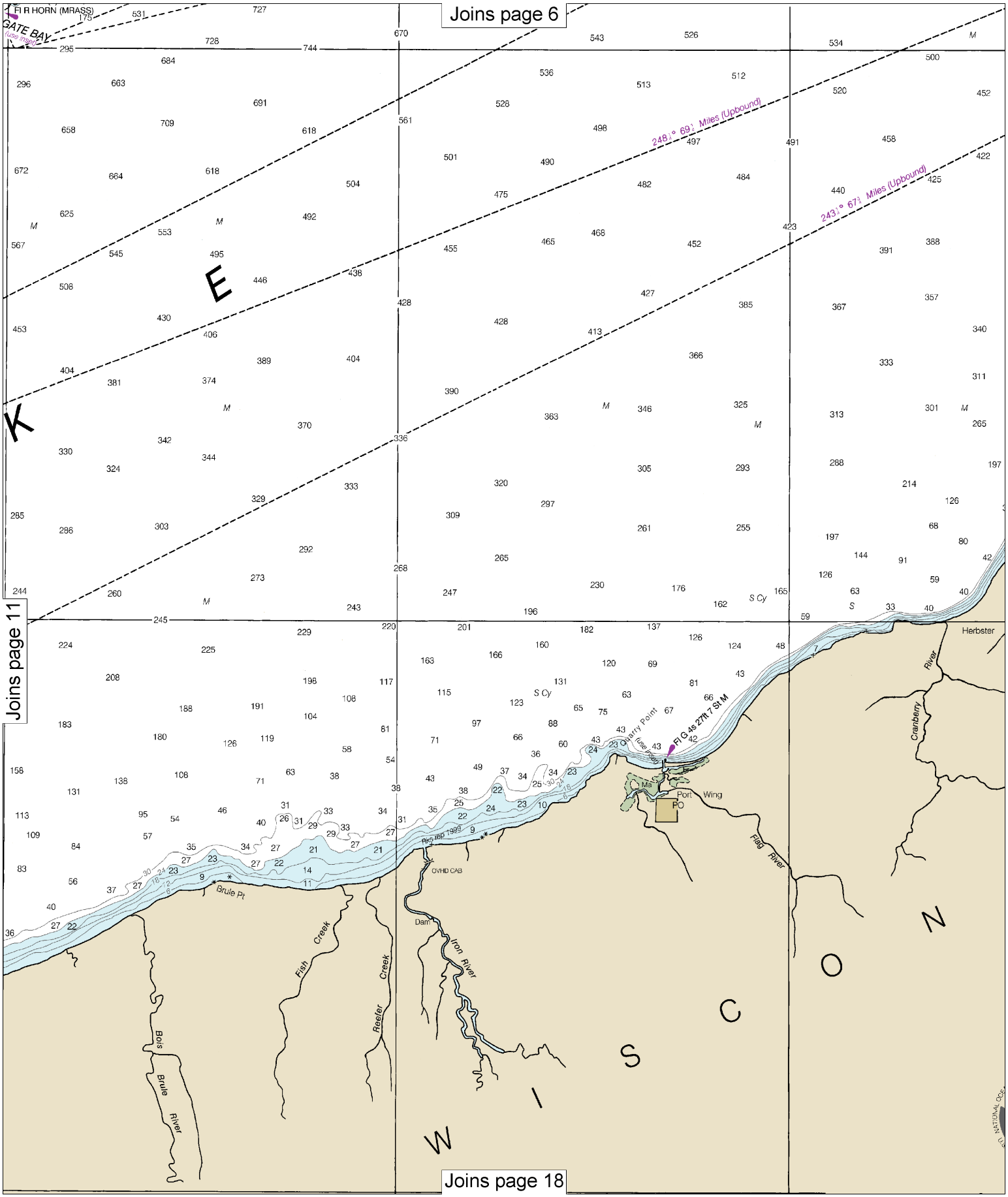
Printed at reduced scale. See Note on page 5.

YARDS 5000 2500 0 5000 10000 15000

STATUTE MILES 1/2 0 1/2 1 2 3 4 5 6 7 8 9 10 11 12 13

Note: Chart grid lines are aligned with true north.


Joins page 5
Joins page 12
Joins page 17
Fl R HORN (MRASS)
Fl G
AGATE BAY
(use inset)
PO
Larsmont
rky
L A K E
248¼° 69¾ Miles (Upbound)
Fl G 4s 27ft 7 St M
Quarry Point
(use inset)
S Cy
Port Wing
PO
Flag River
Brule Pt
Rks rep 1999
OVHD CAB
Dam
Iron River
Fish Creek
Reefer Creek
Bois Brule River
Bardon Creek
SILOS
SILOS
W I S C



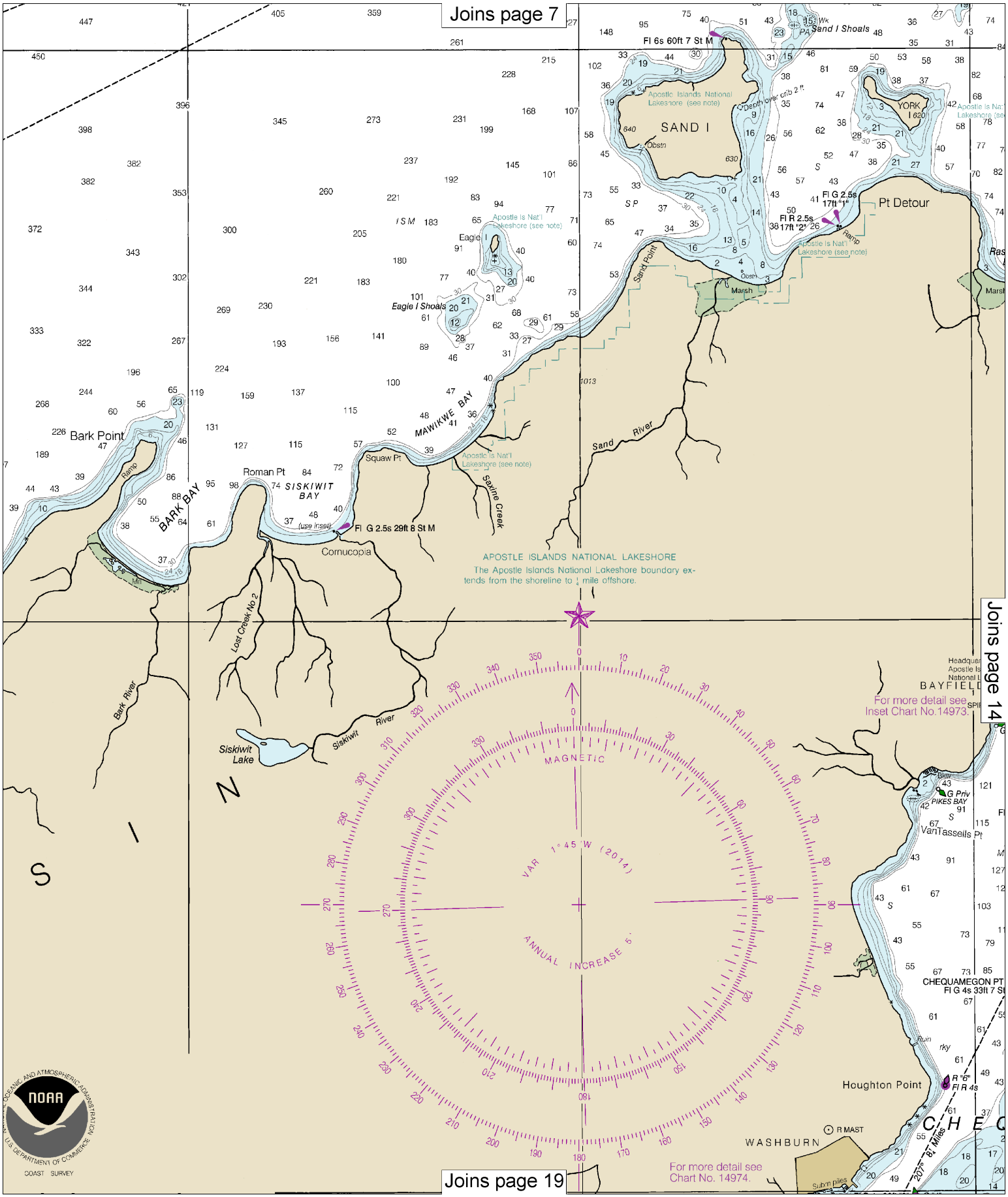
Note: Chart grid lines are aligned with true north.

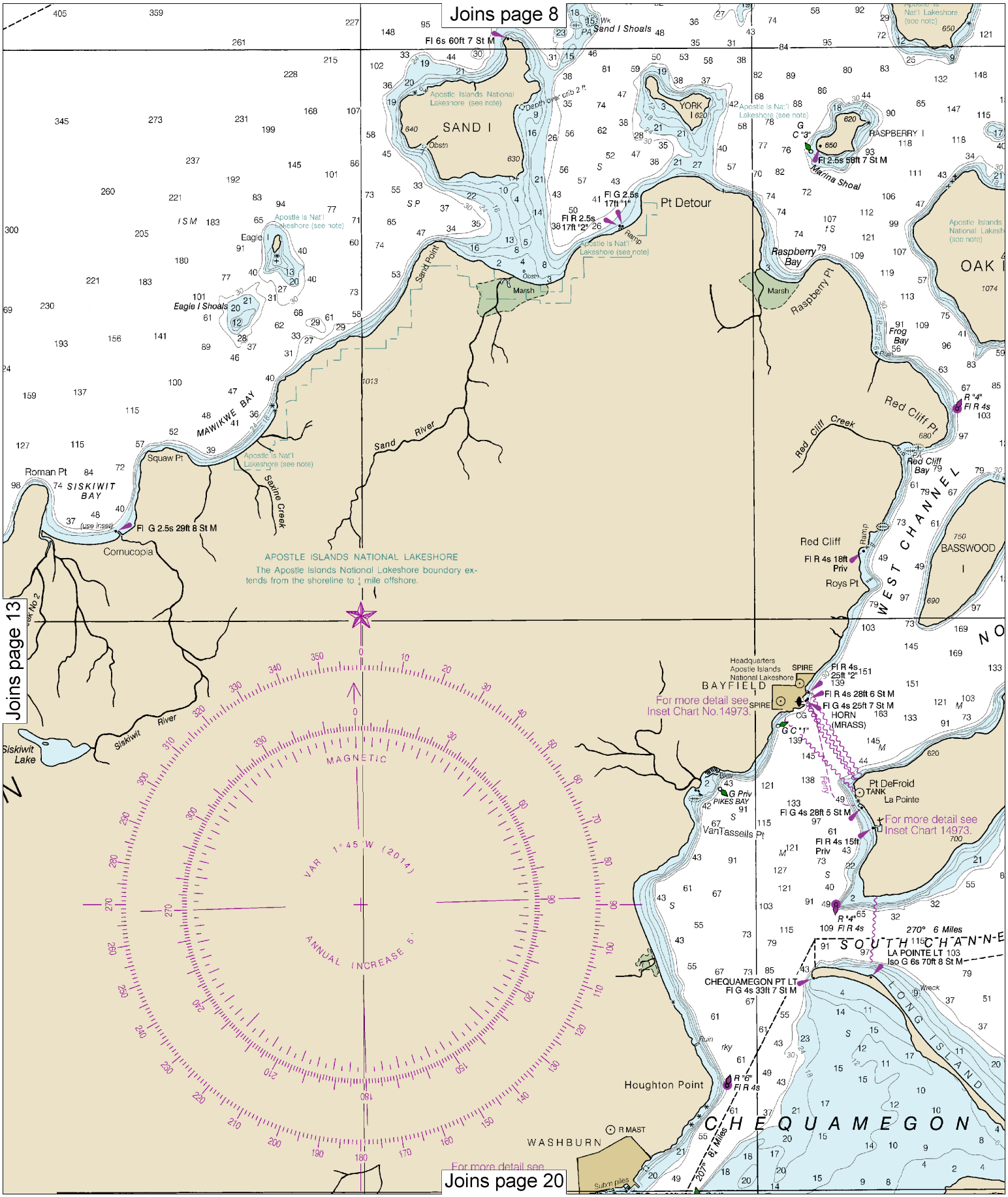
Printed at reduced scale.

YARDS 5000 2500 0 5000 10000 15000

STATUTE MILES 0 1 2 3 4 5 6 7 8 9 10 11 12 13

See Note on page 5.


Joins page 7
Fl 6s 60ft 7 St M
Sand I Shoals
Apostle Islands National Lakeshore (see note)
SAND I
Obstn
YORK I
Fl G 2.5s 17ft "1"
Fl R 2.5s 17ft "2"
Pt Detour
Ramp
Marsh
Sand Point
Eagle I
Eagle I Shoals
Apostle Is Nat'l Lakeshore (see note)
MAWIKWE BAY
Sand River
Squaw Pt
Sabine Creek
Roman Pt
SISKIWIT BAY
Fl G 2.5s 29ft 8 St M
Cornucopia
Bark Point
BARK BAY
APOSTLE ISLANDS NATIONAL LAKESHORE
The Apostle Islands National Lakeshore boundary extends from the shoreline to ¼ mile offshore.
Joins page 14
Lost Creek No 2
Bark River
Siskiwit River
Siskiwit Lake
MAGNETIC
VAR 1° 45' W (2014)
ANNUAL INCREASE 5'
For more detail see Inset Chart No.14973.
BAYFIELD
Pikes Bay
G Priv
VanTasseils Pt
CHEQUAMEGON PT
Fl G 4s 33ft 7 St
Houghton Point
R "6" Fl R 4s
WASHBURN
R MAST
For more detail see Chart No. 14974.
Joins page 19
NOAA
U.S. DEPARTMENT OF COMMERCE
COAST SURVEY



14

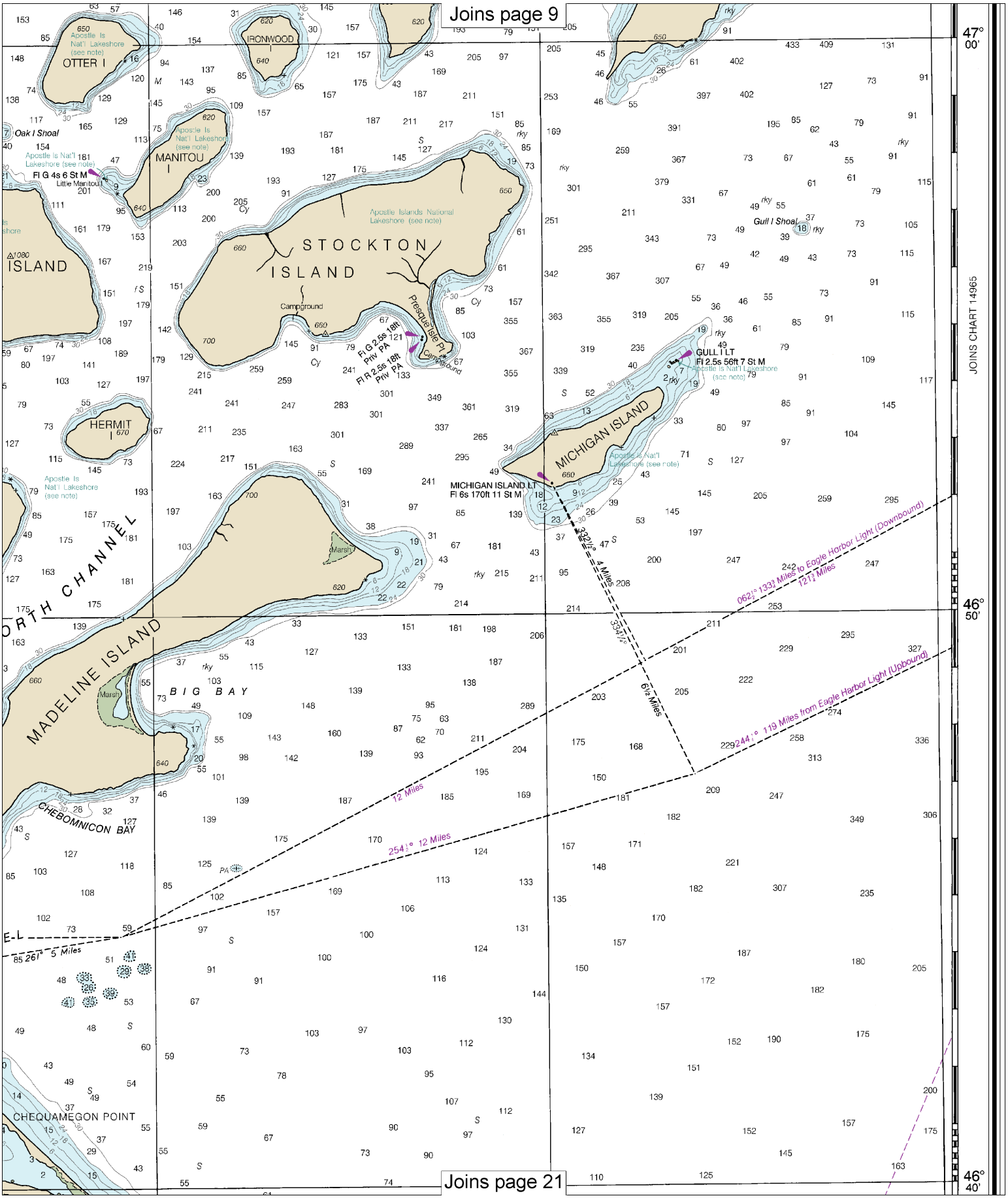
Note: Chart grid lines are aligned with true north.

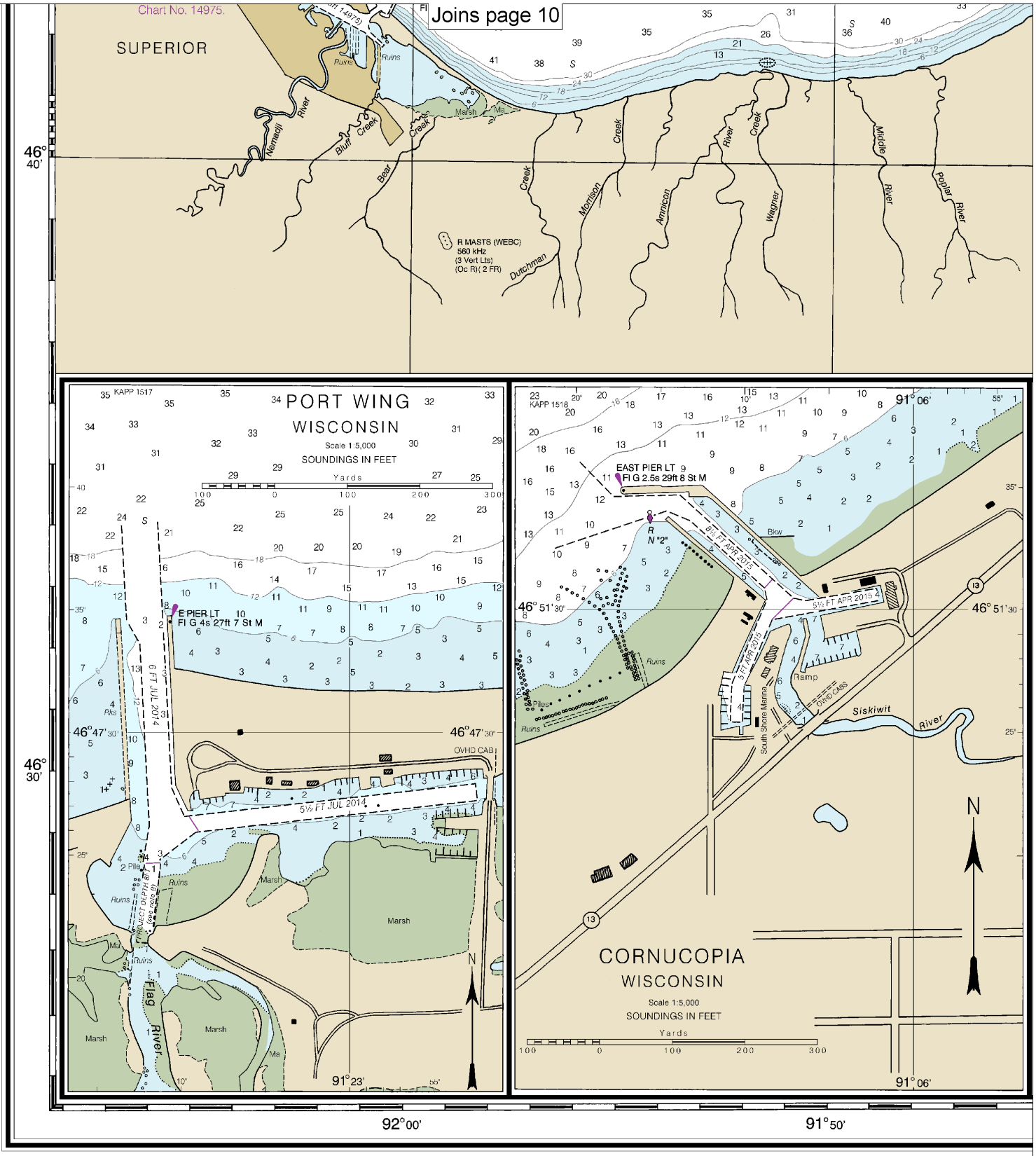
Printed at reduced scale.

See Note on page 5.

YARDS 5000 2500 0 5000 10000 15000

STATUTE MILES 0 1 2 3 4 5 6 7 8 9 10 11 12 13


Joins page 9
OTTER I
IRONWOOD
MANITOU I
Oak I Shoal
Apostle Is Nat'l Lakeshore (see note)
Fl G 4s 6 St M
Little Manitou I
ISLAND
STOCKTON ISLAND
Campground
Presque Isle Pt
Fl G 2.5s 18ft Priv PA
Fl R 2.5s 18ft Priv PA
Apostle Islands National Lakeshore (see note)
HERMIT I
MICHIGAN ISLAND
MICHIGAN ISLAND LT
Fl 6s 170ft 11 St M
Gull I Shoal
GULL I LT
Fl 2.5s 56ft 7 St M
NORTH CHANNEL
MADELINE ISLAND
BIG BAY
Marsh
CHEBOMNICON BAY
CHEQUAMEGON POINT
332½° 4 Miles
334½° 6½ Miles
062½° 133½ Miles to Eagle Harbor Light (Downbound)
121½ Miles
244½° 119 Miles from Eagle Harbor Light (Upbound)
12 Miles
254½° 12 Miles
261° 5 Miles
47° 00'
46° 50'
46° 40'
JOINS CHART 14965
Joins page 21



28th Ed., Feb. 2014

14966

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to submit inquiries, discrepancies about this chart at http://www.nauticalcharts.noaa.gov/staff/cont

Last Correction: 11/10/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

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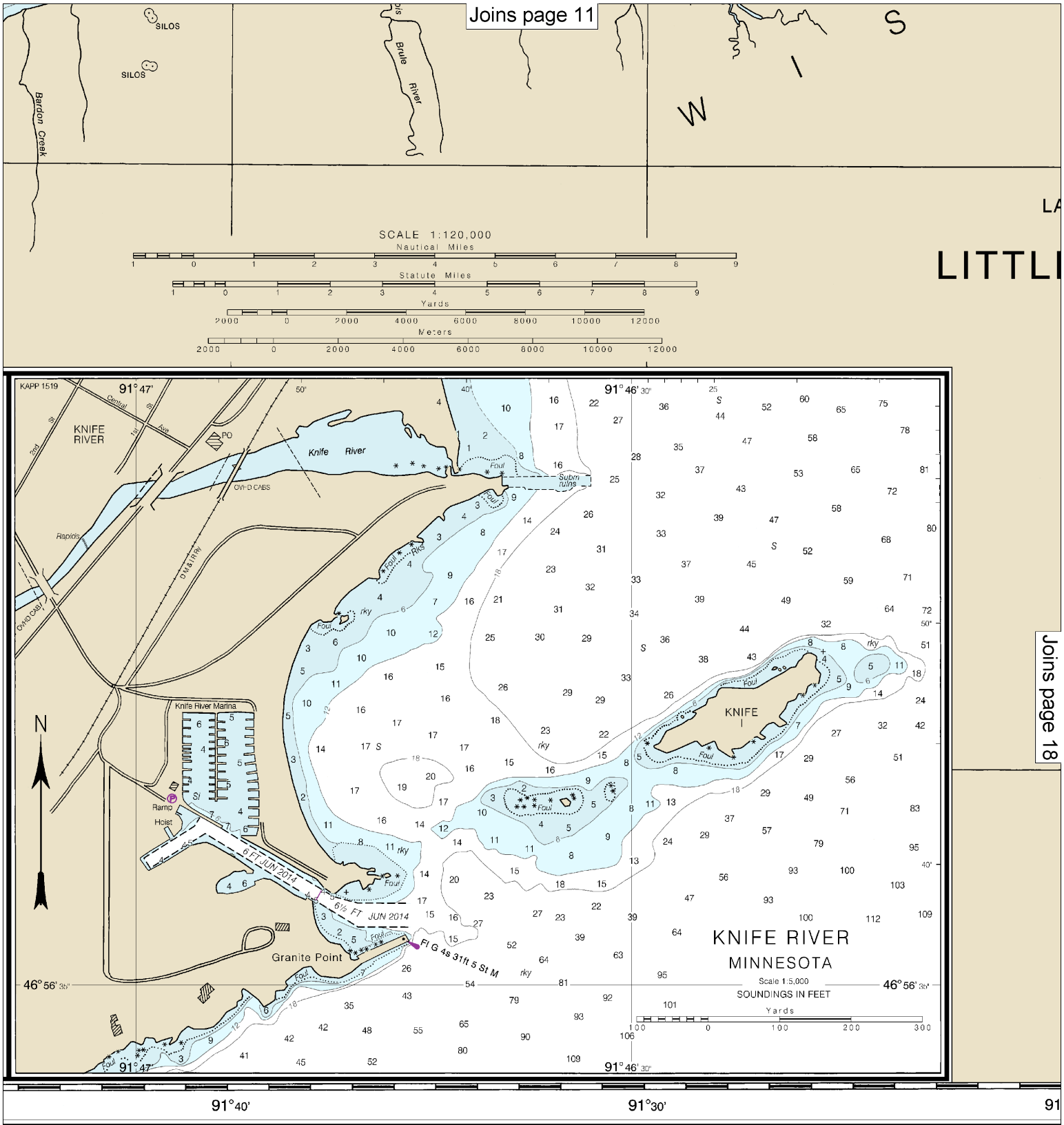
YARDS 5000 2500 0 5000 10000 15000

STATUTE MILES 0 1 2 3 4 5 6 7 8 9 10 11 12 13

Joins page 11

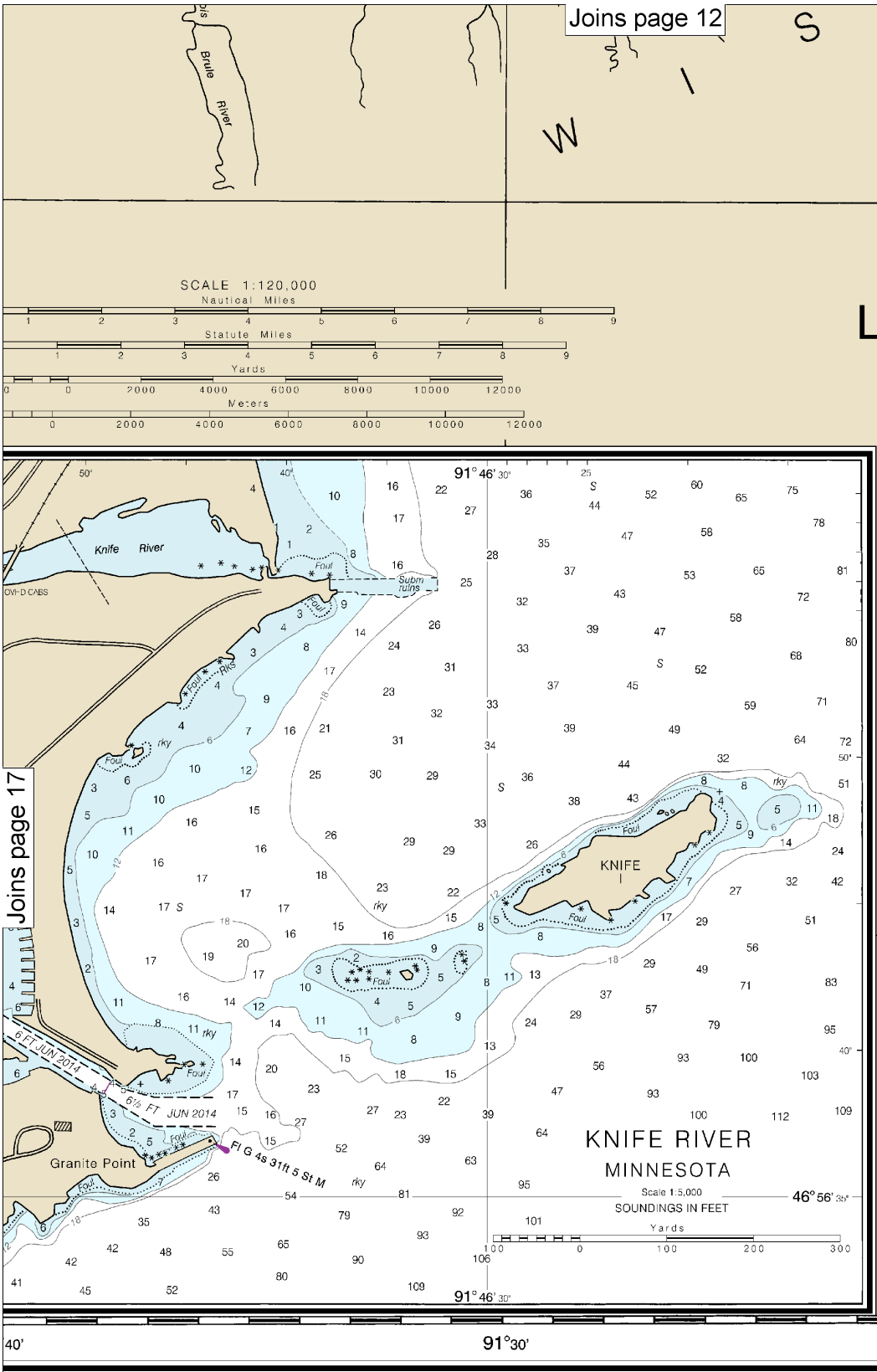


s or comments
ntact.htm.

SOUNDINGS IN FE

Joins page 12

Joins page 17



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LAKE SUPERIOR - MINNE

LITTLE GIRLS PO

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Referred to mean water level at
(1985).

SAILING DIRECTIONS. Bearing
thereon are in statute miles be

AIDS TO NAVIGATION. Consu
information concerning aids t

SYMBOLS AND ABBREVIATION
see Chart No. 1.

BRIDGE AND OVERHEAD CABL
Low Water Datum, bridge and
For clearances see U.S. Coast

AUTHORITIES. Hydrography an
Survey, with additional data fro
U.S. Coast Guard.

Additional information

Sailing courses and lin
the Lake Carriers Associa

The channel legend refle
Corps of Engineers publ
U.S. Coast Guard Local
channel depths, direct
Corps of Engineers, Det

F

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stances to t
1-800-424-88
Coast Guard
is impossible

Radar refl
floating aids
reflector ide
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Due to p
Great Lakes
at Low Wate
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proceed with

SOUNDINGS IN FEET

Published a
U.S. DEPARTM
NATIONAL OCEANIC AND
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Note: Chart grid lines are aligned with true north.

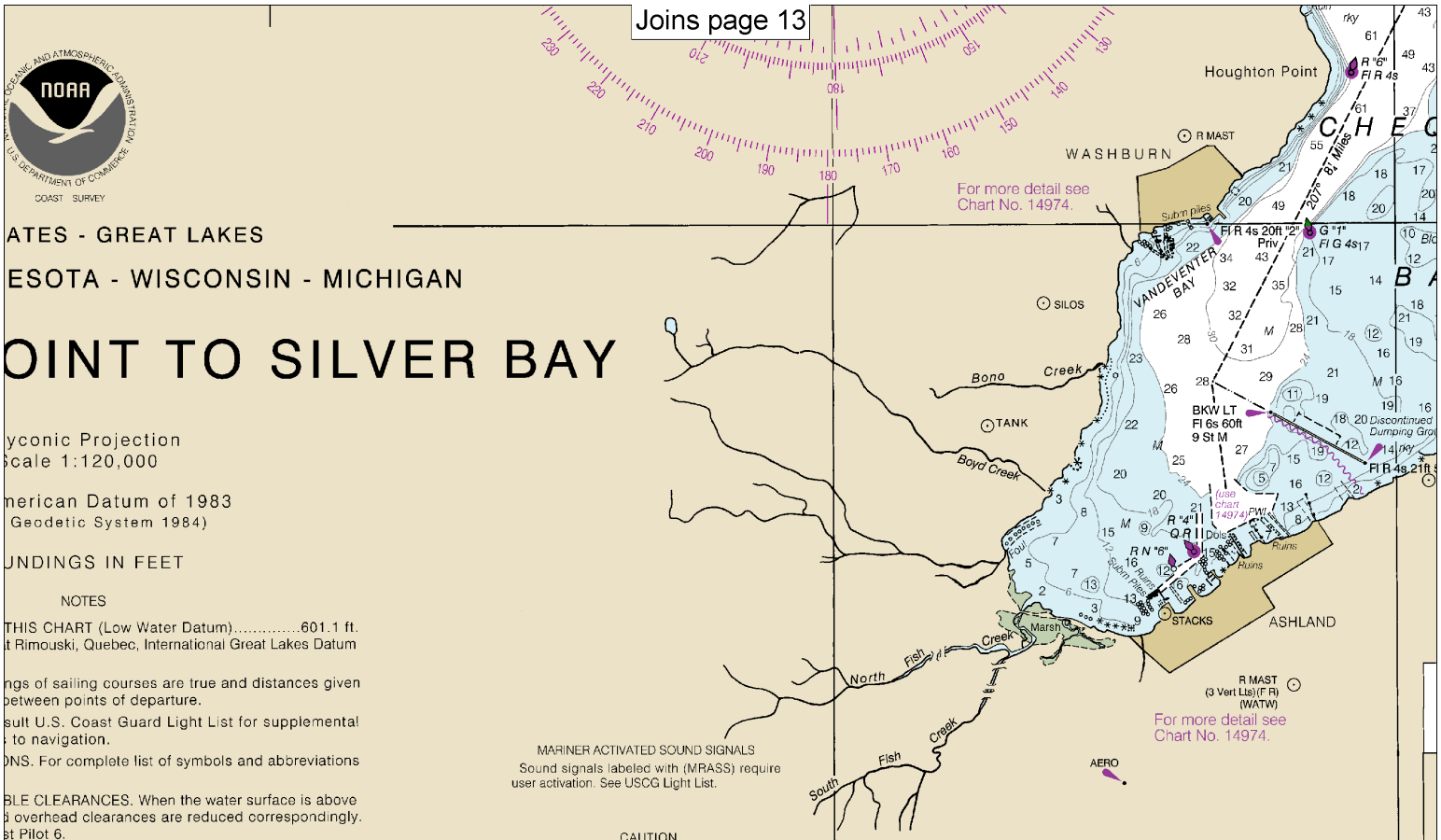
Printed at reduced scale.

See Note on page 5.

YARDS 5000 2500 0 5000 10000 15000

STATUTE MILES 0 1 2 3 4 5 6 7 8 9 10 11 12 13

Joins page 13



ATES - GREAT LAKES

ESOTA - WISCONSIN - MICHIGAN

OINT TO SILVER BAY

yconic Projection
Scale 1:120,000

nerican Datum of 1983
Geodetic System 1984)

UNDINGS IN FEET

NOTES

THIS CHART (Low Water Datum).....601.1 ft.
t Rimouski, Quebec, International Great Lakes Datum

ngs of sailing courses are true and distances given
between points of departure.
sult U.S. Coast Guard Light List for supplemental
to navigation.
ONS. For complete list of symbols and abbreviations

BLE CLEARANCES. When the water surface is above
overhead clearances are reduced correspondingly.
st Pilot 6.
and topography by the National Ocean Service, Coast
rom the Corps of Engineers, Geological Survey and

n can be obtained at nauticalcharts.noaa.gov.

limits indicated in magenta are recommended by
ation and the Canadian Shipowners Association.

NOTE B

flects the Corps of Engineers project depth. The
blishes the controlling depth periodically in the
al Notice to Mariners. For further information on
t inquiries to Office of the District Engineer,
etroit, Michigan.

POLLUTION REPORTS

all spills of oil and hazardous sub-
the National Response Center via
8802 (toll free), or to the nearest U.S.
rd facility if telephone communication
ble (33 CFR 153).

RADAR REFLECTORS

eflectors have been placed on many
ds to navigation. Individual radar
dentification on these aids has been
om this chart.

CAUTION

periodic high water conditions in the
es, some features charted as visible
ter Datum may be submerged, par-
he near shore areas. Mariners should
ith caution.

MARINER ACTIVATED SOUND SIGNALS

Sound signals labeled with (MRASS) require user activation. See USCG Light List.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

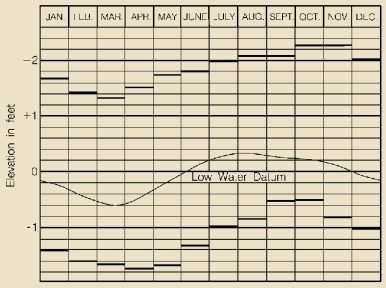
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.467" southward and 0.820" westward to agree with this chart.

Ⓟ Pump-out facilities

LAKE SUPERIOR



Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

WARNING

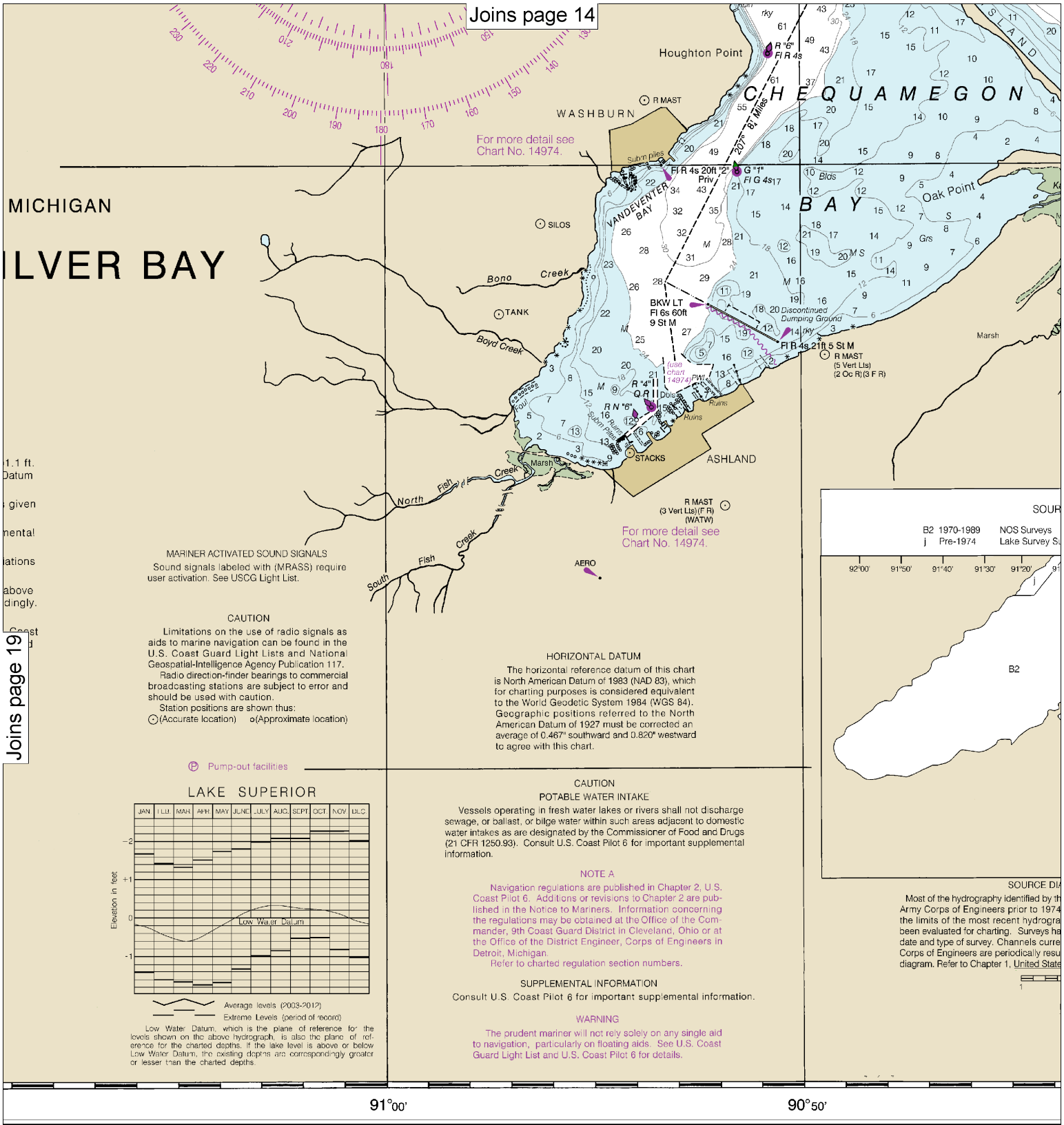
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

Joins page 20

91°10' 91°00' 90°50'

at Washington, D.C.
MENT OF COMMERCE
D ATMOSPHERIC ADMINISTRATION
AL OCEAN SERVICE
OAST SURVEY

Joins page 14



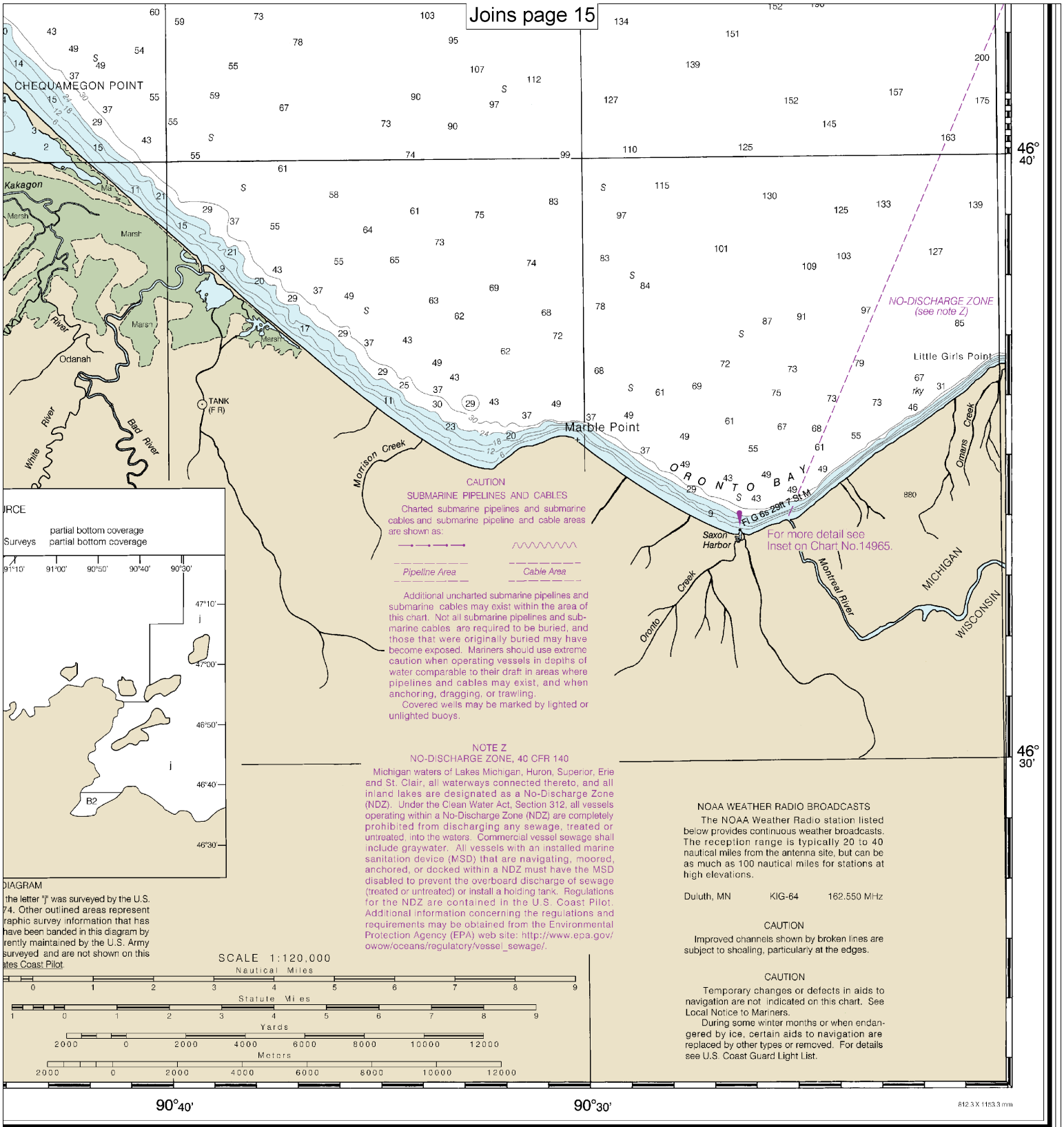
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

YARDS 5000 2500 0 5000 10000 15000

STATUTE MILES 0 1 2 3 4 5 6 7 8 9 10 11 12 13

See Note on page 5.



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Little Girls Point to Silver Bay

SOUNDINGS IN FEET - SCALE 1:120,000

14966

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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